



Hongkong Daily Press.

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom.

IF YOU
Make Your Sight Normal
YOUR HEALTH WILL
BE IMPROVED.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,814. 號四十四百八千九萬一第 日九初月一拾年酉辛 HONGKONG, WEDNESDAY, DECEMBER 7TH, 1921. 三拜禮 號七月式拾年拾國民華中 PRICE, \$3 PER MONTH

INTIMATIONS JUST LANDED

ALLSOPP'S
BRITISH
PILSENER BEER
BREWED AND BOTTLED AT
BURTON-ON-TRENT

SOLE AGENTS
CALDBECK,
MACGREGOR &
CO., LTD.,
15, QUEEN'S ROAD CENTRAL.

CARTRIDGES! NEWLY ARRIVED.

A large consignment of ELEY'S
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportman's
favourite powders—E. C. and SMOKE-
LESS DIAMOND.
THE HONGKONG SPORTING ARMS
& AMMUNITION STORE,
Nos. 5-6, Bonaville Arcade.

A LING & CO.,
19, Queen's Road Central,
HONGKONG.
FURNITURE AND PHOTO
GOODS STORE.
Glass Etching, Sign-Board and
Mirror Makers.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Tel. phone 1919.

FRENCH LESSONS.
G. MOUSSON,
15, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.	
WEEK-DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " " 9.30 " " 10 "	
9.30 " " 11.00 " " 11 "	
11.30 " " 12.30 p.m. " 15 "	
12.30 p.m. " 2.30 " " 10 "	
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NIGHT CARS.	
8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.30 p.m. every 30 minutes	
11.45 p.m.	
SUNDAY.	
7.30 a.m. and 7.45 a.m.	
8.00 a.m. to 9.30 a.m. every 15 minutes	
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NIGHT CARS.	
8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.30 p.m. every 30 minutes	
11.45 p.m.	
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NIGHT CARS.	
8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.30 p.m. every 30 minutes	
11.45 p.m.	

KOWLOON-CANTON RAILWAY.

On and after FRIDAY, SEPTEMBER 16TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS	
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RENT RESTRICTION AT SINGAPORE. MEASURE TO BE WITHDRAWN NEXT YEAR.

At the meeting of the Legislative Council of the Straits Settlements last week, the Rent Restriction Continuation Bill (to continue the operation of the Rent Restriction Ordinance of 1921) was read a second time and considered in committee.

The Colonial Secretary said: It is the intention of the Government that this Bill shall not continue in force after June 30th, 1922.

Mr. Thorne said, the public desired such an assurance as the measure hindered new building.

Mr. Saunders pointed out that building started after a certain time did not come under the Ordinance.

Mr. Perkins said the ordinance affected the market so far as landlords were concerned. It affected the rent likely to be derived from new buildings although they did not come under the Ordinance.

The announcement that the Rent Restriction Bill will not be in force after June 30th next gives rise, the *Singapore Free Press* says, to much fear on the part of tenants whose rent is below the limit fixed by the Ordinance. The landlord of a house now rented at \$30, this including the recent 20 per cent. rise, threatens to charge \$150 a month when the act is repealed. Perhaps he will get it, for at the current rate for house rent and the scarcity of houses, there may be plenty willing to pay this amount.

TIDAL WAVE IN THE PHILIPPINES. OVER 100 LIVES LOST.

More than 100 persons lost their lives in the Municipalities of Ibañay and Macabo, province of Capiz, recently, when a tidal wave inundated the former city which is on the coast, and the resultant flood spread to Macabo, five kilometers inland, according to a telegraphic dispatch received at constabulary headquarters, from the provincial Commander of Capiz.

The tidal wave, accompanied by torrents of rain, was the result of a storm which passed over Capiz, whose effect was felt to a certain extent in Manila when the last mail left. It is expected that enormous damage to property and crops will be reported as soon as the flood has subsided enough to permit an inventory of the havoc wrought.

The telegram telling of the disaster reads: "Floods and storm waves in Macabo and Ibañay November 26th. Over 100 persons perished. Details still incomplete."

The Municipality of Ibañay, says the *Manila Times*, is one of the biggest towns in the province of Capiz, having a population of 20,000, while the town of Macabo has a population of 8,000.

FOREIGN SHOOTING PARTY'S ADVENTURES. ARRESTED BY SOLDIERS NEAR HANKOW.

A recent Hankow paper says:— We learn that a party of five foreigners, early on Wednesday morning set out on a shooting expedition to the region behind the Hanyang Arsenal, met with a day's sport consisting of adventures of quite a different description than they had anticipated.

After having sighted a number of ducks, the first shots fired by the party attracted the attention of the Chinese military in the neighbourhood; and before the foreigners realised what was happening they were surrounded by a squad of some two hundred grey-clad soldiers and were peremptorily seized and marched off under arrest. Their shotguns were taken from them, as were also their provisions—solid and liquid—which they were carrying with them for their picnic. Not only this but their pockets were gone through and all cartridges and other small articles found on them were confiscated.

Then, under strong guard, the party was marched for some distance to a large Chinese barracks, where they were thrown into a Chinese military prison and left some hours without any food or attention being offered them. In the afternoon the party were released, the only explanation vouchsafed for the outrage being that shooting in the region of the Arsenal is absolutely forbidden. It should, however, be mentioned that no notices to such effect are exhibited in the neighbourhood where the party were shooting, nor did any one of the military officials in charge of the soldiers make any attempt to warn the foreigners from the spot or to explain to them that they were engaged in a prohibited occupation.

We understand that the matter has been referred to the foreign Consuls whose nationals were so unceremoniously treated.

SPORT GOLF.

CAPTAIN'S CUP COMPETITION AT
FANLING.

The following are the scores in the Captain's Cup competition, played over the Old Course, Fanling, during last week-end.

Mr. J. W. Franks	87-12=75 Tie.
H. Scott	87-12=75 Tie.
R. Appel	86-10=78
A. B. Raworth	87-11=78
Mr. Col. J. R. Wyndham	94-16=78
Mr. H. M. Ireland	85-8=77
R. Melville Smith	78-8=78
J. M. Dodginton	93-15=78
C. O. Stark	90-11=79
J. D. Kinnaird	87-7=80
R. E. O. Bird	97-16=81
Major H. G. Baghall	80+1=81

THE "HONG MOH" DISASTER. RECOGNITION OF CAPTAIN R. TURNBULL'S SERVICES.

We learn that the Board of Trade, in addition to awarding the silver medal for gallantry in saving life, at sea to Capt. E. R. G. Evans, R.N., Lieut.-Com. I. B. B. Tower, R.N., and Gunr. J. G. Dewar, R.N., and the bronze medal to Leading Seaman W. G. Eldrett and Able Seaman A. E. Whitehead, of H.M.S. *Swallow*, have also awarded a piece of plate to Capt. Reginald Turnbull, master of the China Navigation Co.'s s.s. *Shanghai*, who succeeded in picking up about 45 survivors from the wreck of the steamer *Hong Moh* last March.

THE MUI TSAI SYSTEM. SECRETARY OF STATE'S EVASIONS.

In the House of Commons, on October 29th, Sir A. Yeo asked the Secretary of State for the Colonies (1) if his attention has been drawn to the agitation that is going on in Hongkong against the *mui-tai* system, and to the statement publicly made that the kidnapping or sale of girls would never be checked while the system existed and what is being done in the matter? (2) whether a society has been formed in Hongkong, mainly of Chinese, for the special purpose of suppressing the *mui-tai* system?

Mr. Wood: I am well aware that public interest has been aroused in Hongkong on the subject of *mui-tai*. I understand that at a public meeting of Chinese held on the 30th of July a resolution was passed for the formation of a society for the protection of *mui-tai*; and that on the 8th of August a meeting of about 30 residents was held, at which it was proposed to form a society for the suppression of the *mui-tai* custom. As to the action of the Government, I would refer to the reply given on the 24th of October to my hon. friend the Member for St. Brellos.

[The Society formed as a result of the meeting of about 30 residents' now numbers upwards of 1,000 members.—Ed., H.D.P.]

AMERICAN BUSINESS MEN ON TOUR. A VISIT TO CANTON.

Many members of the San Francisco Chamber of Commerce party now on tour in the Orient visited Canton during the week end. Those who travelled up by rail on Monday morning were received at the Canton-Kowloon Railway Station by a Reception Committee representing the Central, Provincial and Municipal Governments, the Canton Chamber of Commerce, the American Association of Anglo-American Returned Students' Association and many other guilds. Over forty motor-cars brought them to the Governor's House where a luncheon was prepared for them. Governor Chen proposed a toast to the Republic of the United States, and Mr. Esberg responded with a toast to the Republic of China. The military band of the First Division played the National Anthems of the two Republics, the *Canton Times* says.

General Chen made a speech of welcome which was interpreted by Mr. Frank W. Lee, Commissioner of Foreign Affairs. A reply was made by the representative of the delegation. After photos had been taken the party went sight-seeing around the city. All motor-cars, rickshaws and other vehicles in the city were decorated with Chinese and American national flags in significance for a friendly relationship of the two countries.

COTTON AND YARN MARKET.

Messrs. Polshwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their latest circular, say:—

Since our last report on the 15th ult. our yarn market has seen considerable improvement with keen demand continued throughout the entire interval on account of good inquiries from the consuming centres and telegraphic advices of a substantial rise in India and Japan. Finding this sudden favourable turn of the market, the Chinese buyers, in their eagerness to take advantage of the prevailing low rates, have made large purchases which resulted in a substantial business of 5,000 bales at an advance of \$10 to \$15 per bale.

The chief feature is the very small stock both in foreign and Chinese hands, which has further strengthened our market which has remained very steady at the close. Unsold stock 700 bales. Bargains in Chinese hands 3,500 bales.

Arrival.—From Bombay 3,500 bales. Shanghai.—Reports a better feeling with improved prices and moderate business passed during the interval.

Japanese Yarn.—Recent advices of very big advance in Japan have caused a sharp rise of \$15 to \$20 per bale, and Chinese buyers have freely made large purchases.

200 bales Nagasaki	No. 20s. at \$230/235
" 3 Horses	No. 16s. at \$213
" "	No. 20s. at \$233
1,900 " Yellow Joss	No. 90s. at \$218/220
" Bateau	No. 10s. at \$190
" "	No. 20s. at \$227
" Blue Fish	No. 20s. at \$235

Raw Cotton.—A good lot of 400 bales of Bengal has changed hands at \$25 to \$27.75 per picul. Stock 100 bales. Quotation Bengal at \$22 to \$25 per picul; Chinese at \$23 to \$29 per picul.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory:—
December 6th, 11.20 a.m.
Typhoon in about 130deg. Long. E.
14deg. Lat. N. moving N.W.



Hongkong's Most Modern Picture Palace
Entirely Under British Management.

Tuesday, 6th to Thursday, 8th
at 5.15 & 9.15 p.m.

"ALMA WHERE DO YOU LIVE?"

WOULD YOU LIKE TO SEE THE BOHEMIAN QUARTER OF NEW YORK? "ALMA WHERE DO YOU LIVE" TAKES YOU AMONG THE ARTISTS' STUDIOS AND BRINGS YOU IN THE REAL ATMOSPHERE OF THE BOHEMIAN. IT IS A CLEAN ENTERTAINMENT OF REAL MEMOR. STARRING GEORGE LARKIN, THE WELL KNOWN SERIAL HERO AND BETH McTAMMANY, WELL KNOWN FOR HER PERFORMANCE IN THE RED LADY.

2.30 & 7.15 p.m.
EDDIE POLLO in "KING of CIRCUS"
14 & 15 Episodes.

Booking at Messrs. MEHTA & Co.
Hongkong Hotel Buildings: (Tel. 951)
(1186)

THEATRE ROYAL. GRAND CONCERT

Given by

DANIEL ONDERWILZER (Baritone)
kindly assisted by
MRS. AUBREY BOWES-SMITH (Soprano)
HARRY ORE (Pianist)

On THURSDAY, DECEMBER, 8th at 9.15 p.m.
Admission: \$3.00 \$2.00 \$1.00
Booking at Messrs. MEHTA & Co.

(1809)

OBTAINABLE

"FROM

LANE

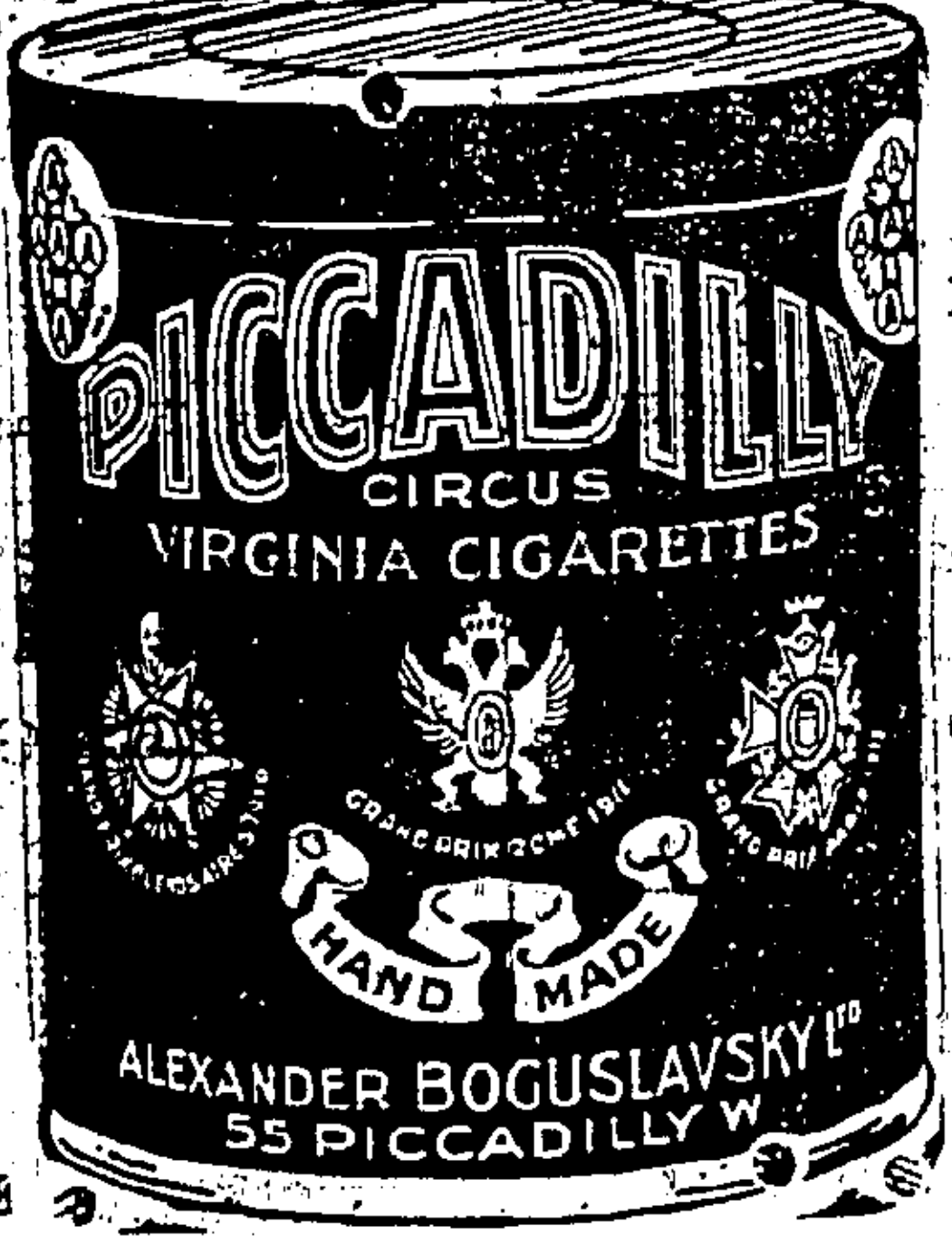
CRAWFORD

& CO.

HONGKONG

CIGAR

STORE



TABAQUERIA

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TOBACCO

STORE

AND

MESSRS.

A. S. WATSON

& CO., LTD.

ALSO
"TURFS"
AND
VIRGINIA DE LUXE

885



By Special Appointment

To H.M. The King of Siam.

HOTEL ROYAL

BANGKOK, Siam.

FIRST-CLASS FAMILY & COMMERCIAL HOTEL, Situated in the Finest part of the town, and within easy reach of shopping and business centres, station and steamers. Splendid accommodation. Good Service. Excellent cuisine. Charges moderate. Special terms for stays of one month or longer periods. Motor Car & Carriage on hire.

Telegram Add. —HOTEL ROYAL

MADAME A. STARO,
Proprietress.

1408

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at TRIP Rates.
LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.
BAGGAGE collected, forwarded and stored at lowest rates.
Cook's "FAR EASTERN TRAVELLERS' GAZETTE" containing Sailings and fares from the Far East to all parts of the World will be forwarded free on application.

THOS. COOK & SON.
Telegraphic address: "COUPON" Hongkong Hotel Buildings, corner of Pedder Street.
Telephone No. 524. and Des Voeux Road, HONGKONG.

Also SHANGHAI, PEKING & YOKOHAMA
Chief Office: LUDGATE CIRCUS, LONDON E.C.

NEW ADVERTISEMENTS

NOTICE

WE have this day REMOVED our Office to No. 5, Des Voeux Road, above the Bank of Canton Ltd. ARRATON V. APCAR & CO. [1885]

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

M^r JOHN ARNOLD has this Day RESUMED SECRETARYSHIP of the Company. By order of the Board of Directors G. M. DODWELL, Chairman. [1887]

THE LADIES RECREATION CLUB.

LADIES' TENNIS SINGLE OPEN CHAMPIONSHIP CHALLENGE CUP.

NAMES of Intending Competitors must be sent in to the Hon. Secretary of THE Ladies Recreation Club not later than December 31st. To be played off during January and February. Hon. Secretary, L. DELACOMBE, 55, The Peak. [1886]

THE HAUTO STEAMSHIP COMPANY, LIMITED.

(In Voluntary Liquidation.)

NOTICE IS HEREBY GIVEN that in pursuance of Section 181 of the Companies Ordinance, 1911-1921 a MEETING OF CREDITORS will be held at Chartered Bank Building, 3, Queen's Road Central, Hongkong on SATURDAY, the 17th day of December, 1921, at 12.30 P.M. for the purpose provided for in the said Section. Dated the 5th day of December, 1921. THOS. H. G. BRAYFIELD, Liquidator. c/o Carmichael & Clarke, 3, Queen's Buildings. [1486]

LEAGUE OF FELLOWSHIP AND SERVICE.

A GENERAL MEETING of Members will be held in the City Hall, on MONDAY, the 12th December, 1921, at 8.15 p.m. for the purpose of amending the Rules, if thought fit as follows:— By amending Rule 4 to read as follows:— The object for which the League is formed are:— (i) To promote good fellowship and peace between all Nations. (ii) To promote good fellowship within the Colony, irrespective of race, class, and creed. (iii) To promote matters which shall be of service to the Community. By amending Rule 4 by the addition at the end thereof of the words:— "Any person may become a Life Member by paying the sum of fifty dollars" and also for the purpose of electing Officers and Committees for the ensuing year, and discussing the future programme of the League. [1854]

A FREE LECTURE

ON

CHRISTIAN SCIENCE

By

JOHN O. LATHROP, C.S.B.

of Brookline, Mass. Member of the Board of Lectureship of The Mother Church The First Church of Christ, Scientist, Boston, Mass.

will be given in the

CITY HALL

Chamber of Commerce Room

THURSDAY, 8th December 1921, at 5.30 P.M.

You are cordially invited to attend. [1842]

THE CHINA LIGHT AND POWER COMPANY, (1918), LIMITED.

THE THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, 82, GEORGE'S BUILDING, Chater Road, Victoria, Hongkong, on SATURDAY, the 10th December, 1921, at 11 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September 1921, and electing a Consulting Committee and Auditors. THE TRANSFER BOOKS of the Company will be closed from THURSDAY, the 1st December 1921 until SATURDAY, the 10th December 1921, both days inclusive. SHEWAN, TOMES & CO., General Managers. Hongkong, November 19th. [1774]

NATIONAL LOANS.

BONDHOLDERS are hereby notified that the FOURTH DRAWING OF THE 3rd YEAR LOAN (\$2,750,000) and the EIGHTH DRAWING OF THE 7th Year Issue of Short Term Bonds (\$4,500,000) will be held, as announced by the Loan Bureau of the Ministry of Finance in Peking on 1st and 10th December respectively and that payment of drawn bonds will be made on 31st December. Bonds of the 1st Year 6 per cent. Loan (converted issue) were drawn on 10th November last, amounting to \$2,719,811.40 will be redeemed on 1st December next, and the interest coupon \$1,831,768.54 will be paid on same date. The interest coupon on the 3rd Year LOAN, 7th Year Short Term Bond Issue and the 7th Year Long Term Bonds due on 31st December next will be paid on 31st December. F. A. AGLEY, Inspector General of Customs. Inspectorate General of Customs. Peking 21st November, 1921. [1826]

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

A LL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

INTIMATIONS

NOTICE.

WE beg to give Notice that we have this day REMOVED our Office to No. 1A, CHATER ROAD, (3rd Floor). CHARTERS, late 17, Queen's Road, C. Hongkong December 1st 1921. [1892]

NOTICE.

SHAREHOLDERS in THE STEAM LAUNDRY COMPANY, LIMITED, entitled to an allotment of Shares in the Hongkong Hotel Company, LIMITED, are requested to forward their claims to the undersigned as soon as possible. H. N. BEAUREPAIRE, Hongkong Hotel Company, Limited. [1830]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LD.

CERTIFICATE No 1066 for 5 Shares Nos. 63091/63095 Certificate No. 1067 for 1 Share No. 63096 Certificate No. 1068 for 2 Shares Nos. 63098/63099 standing in the Society's Register in the name of JULIO DINIZ OLIVEIRA DA SILVA of Canton, have been LOST, and if at the expiration of one month from the date hereof the above documents be not forthcoming the same will be deemed cancelled and of no effect, and NEW CERTIFICATES for the said Shares will be issued by the Society. C. MONTAGUE EDE, General Manager. Hongkong, 23th November 1921. [1810]

NOTICE.

NOTICE IS HEREBY GIVEN that the Business of the SHEUNG IP COMPANY (商安公司) carried on by LEUNG HOI (梁海), CHAN KAI SHUM (陳啟祥) and LO YU SAM (盧玉三) at No. 27, Wing Lok Street, Victoria, Hongkong, has on the 15th day of November, 1921 been assigned to the Under-assignee who has not accepted the debts and liabilities of the said SHEUNG IP COMPANY. Dated the 6th day of December, 1921. LO SIEK (勞錫). [1847]

HONGKONG HOTEL AND REPULSE BAY.

XMAS AND NEW YEAR HOLIDAYS.

SATURDAY, 24th DECEMBER DINNER DANCING AT REPULSE BAY HOTEL.

BOXING DAY, MONDAY, 26th DECEMBER "FANCY DRESS" DINNER DANCING AT HONGKONG HOTEL GRILL.

WEDNESDAY, 28th DECEMBER DINNER DANCING AT REPULSE BAY HOTEL.

NEW YEAR'S EVE

SATURDAY, 31st DECEMBER "FANCY DRESS" DINNER DANCING AT REPULSE BAY HOTEL.

(Sunday being New Year's Day, the above Dinner Dance will commence from 7.30 P.M.)

MONDAY, 2ND JANUARY, 1922 DINNER DANCING AT REPULSE BAY HOTEL. [1846]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Boxes OK, KI, LM, LN, LR, LT, LU, LW, MA, MK, MZ, NB, NP, A

YOU will hear some beautiful voices at The Gift Fund Concert on Dec. 16th.

FOR SALE.—MOTOR LAUNCH fitted with large cabin, lavatory, pantry etc. Electric light throughout. Length 38' 6" Beam 8' 0" Draft 2' 6" Engine 32-40 H.P. Redwing (Kerosene) speed 8 1/2 miles, good sea boat, in first class condition. Apply Box N7, c/o Daily Press Office. [187]

WANTED.—position by reliable Stenotypist. Over 4 years commercial experience. Expert in telegrams and Codeword. Excellent references. Please apply to Box No. N2, c/o Daily Press Office. [188]

LOST.—At St. Andrew's Hall: Fan Ivory and Lace and Silver Keopse, also lost last Thursday between Peak and City Hall, a large Piano Album No. 8, Reward Mms. Lottie Gordon, Peak Hotel or City Hall. [189]

REWARD \$500.—Lost on Thursday 1st December 1st between Kowloon and Co., and bottom of Battery Path via Fodder Street, Des Voeux Road and Lee House Street. A small Dark Blue and Mossie Brooch. Apply to Registrar, Supreme Court. [160]

MISS DOROTHY STOBART (of London) will sing at the Gift Fund Concert, City Hall, Dec. 16th.

SEAMEN'S INSTITUTE

21, PRATA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy. Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church, Private Cabins and beds to Dormitories. Motor Launch "Dayspring".

NOTICES TO CONSIGNEES

"BEN" LINE STEAMERS LTD.

NOTICE TO CONSIGNEES FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered, after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Under-assignee on or before the 16th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 10 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, December 2nd, 1921. [1839]

S.S. "ANGKOR" COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MAR SEILLES & COLOMBE, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Under-assignee, Goods remaining undelivered after the 9th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 16th inst., 1921, or they will not be recognized. All damaged packages will be examined by Messrs. Godard & Douglas, on FRIDAY, 9th inst., at 10 A.M. No Fire Insurance has been effected. R. BODENFISER, Acting Agent. Hongkong, 3rd December, 1921. [1848]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Steamship

"MATSUMOTO MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TODAY. Goods not cleared by the 13th Dec., 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns. NIPPON YUSEN KAISHA, Agents. Hongkong, December 5th, 1921. [1853]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CHAKSANG" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 11th inst., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, December 5th, 1921. [1850]

"BEN" LINE STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO LONDON & STRAITS.

THE Steamship

"BENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent. All Claims against the Steamer must be presented to the Under-assignee on or before the 19th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 10 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, December 6th, 1921. [1856]

INTIMATION

W. & A. GILBEY'S

PORT-INVALID

A very fine vintage Wine.

On sale by all compradores

and at

A. S. WATSON & CO. LTD.

Wine and Spirit Merchants.

PHONE No. 18.

DEATH.

JORDAN.—At London, on December 4th, DR. GREGORY PAUL JORDAN. [1863]

Hongkong Office: 10A, Des Voeux Rd., C. London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, DECEMBER 7th, 1921.

WHEN NAVIES ARE REDUCED.

WHATEVER else may result from the discussions which are taking place at Washington we can safely predict that a scheme for the reduction of the navies of the world will be adopted. There is undeniable force in the contention advanced a short time ago by *The Times* that a reduction in naval armaments would be of little use unless at the same time the Powers pledged themselves to a similar scheme for the reduction of land armaments. That this is fully appreciated by the Conference may be gathered from the discussions that have already taken place at Washington on the subject of land armaments. France hesitates to contemplate any considerable reduction of her forces, and her reluctance is well understood. She needs to be assured first that there will be no possibility that a revival of the fortunes of Germany will be accompanied by any military menace to her territory. A satisfactory assurance can only come from a combination of the Powers to preserve peace by joint military action, and this is an obligation which the United States has been so far reluctant to assume. The Conference discussions, however, go to establish the fact that no other means of assuring peace are likely to be deemed acceptable by France, and possibly other Powers of Europe, and if the Conference is not to prove a fiasco some such general pledge must be forthcoming.

It must not be overlooked that a reduction of armaments will serve to render more acute the economic problems from which all the nations of the world are at present suffering, none more so than the Powers which will be principally affected by the naval holiday and by whatever reductions are made in the land forces. It means that the ranks of the unemployed will be greatly swollen unless there is a speedy revival of trade throughout the world to absorb this surplus labour. In Japanese official circles the need for increasing the strength of the mercantile marine of the country is

already being considered—an increase corresponding to the decrease made in the Navy. In times like the present when there is far more shipping tonnage afloat than can be profitably employed, it is extremely unlikely that private shipping firms will be induced to add to it, and if larger mercantile fleets are to be the immediate result of naval reductions only Governments can carry the burden. The Japanese suggestion—offered by an "authority" in the Department of Communications—is that the Government should grant a large subsidy to shipowners for replacing antiquated or obsolete craft by modern ships to be employed on the ocean services, so that in case the limitation of navies does not result in putting an end to war, Japan, like England and America, will have an adequate fleet of large ships which can be converted into powerful auxiliary cruisers in the event of an outbreak of war!

We have heard a good deal about the large "savings" in national expenditure which would result from a naval holiday, but if we have regard to the economic effects of the "holiday" it becomes apparent that until there is such a revival of trade as will absorb the displaced labour, Governments must spend much, if not all, of what they save by naval reductions on making provision for the employment of the labour which reductions in armament would displace. This is not, of course, an argument of any weight against a limitation of armaments. The salvation of the world from another catastrophe such as that of 1914-1918 is worth a mint of money, and nations will reconcile themselves to the expenditure so long as it may be necessary, if only they can be reasonably assured that the naval and military forces of the world can be steadily reduced and the world guaranteed against the recurrence of such a war as we have so many reasons to-day to lament.

President Sun Yat Sen has arrived at Kweilin.

Lady Stubbs is to distribute the prizes to the children attending the Peak School, on December 21st. The distribution will take place at 3.15 at the Peak Club.

The fund being raised by the Association of British Chambers of Commerce in China and Hongkong for the education of Chinese on British lines amounts so far to £15,250 and \$1,200.

Two lots of Crown land at Shaikwan were sold by auction yesterday. Inland lot No. 484 which was put up at \$2,700 was sold for \$4,540; and Inland lot 2,358, the upset price of which was \$5,075, sold for \$9,850.

The Dairy Farm request their customers to return all small empty milk bottles in their possession as they have run short of bottles and their next shipment is not expected until the end of the current month.—ADVT.

The Command Orders issued yesterday notify that six months' leave of absence to the United Kingdom on private affairs has been granted to Major R. P. Culver, 2/Wilts Regiment, and St. Major G. F. E. Rapson, D.S.O., 2/Wilts from January 19th next.

A Court of Inquiry was held at the Military Hospital, Kowloon, yesterday, to investigate the fire in the matsheds of the Hospital on November 30th. Evidence was given that the matsheds were not being used for hospital wards, but as stores. A number of Indians slept in one of them. The Court reserved its finding.

The *Times* announces that Mai Lung Fang, the famous Chinese actor, and the most successful exponent of his art in both male and female parts, is bringing a Chinese Company to London. The Company will appear in plays that will be performed in Chinese vernacular. This is to form one of the theatrical attractions of London, in 1922.

The health return for the past week records one fatal case of cerebro-spinal fever and one fatal case of paratyphoid fever, three deaths from influenza and one from plague. Another case of plague is under treatment; also one of diphtheria and one of enteric fever. In the 48 hours since the week's return was made up there have been two cases of diphtheria and one death from that complaint and an imported case of enteric fever.

In the Marine Court, yesterday, before the Harbour Master, Lieut. Conway Hake, R.N.R., the boatwain of a coolie boat was charged with approaching within 30 yards of the *Golden State*, which was then an infected vessel. He was fined \$5, the alternative being seven days' imprisonment with hard labour. The mistresses of six other boats were fined \$10 each, with the alternative of 14 days' imprisonment with hard labour, for going alongside the *Hong Wai* before the vessel had been examined by a police officer.

A successful Whist-drive was held at the Catholic Men's Club on Monday evening. There were 153 players present. The following were the prize-winners: Ladies: 1. Mrs. May (168); 2. Mrs. Andrews (162); 3. Mrs. Vinal (162); lowest score, Miss Lammerton (137). Men: 1. Mr. Williams (180); 2. Mr. Lapper (179); 3. Mr. Kent (173); 4. Mr. Rogers (173); lowest score, Mr. Mann (169). Mr. Fletcher acted as M.C. and the prizes were presented by Mr. V. H. Dillon.

DEATH OF DR. G. P. JORDAN.

NEARLY FORTY YEARS IN HONGKONG.

The news of the death of Dr. Gregory Paul Jordan, which reached the Colony yesterday by cable from London, came as a shock to the community of which he had for so many years been a prominent and highly respected member. Dr. and Mrs. Jordan left the Colony last June to spend a holiday in England. For some time previously Dr. Jordan's heart had caused him some anxiety, and he was ill on reaching London, but a sojourn at Harrowgate had a beneficial effect and he returned to London feeling "much better." Evidently there was a sudden relapse. Only on Monday a letter reached Sir Paul Chater (who is Dr. Jordan's uncle) giving a reassuring account of his health, but the news had been nullified a day or two previously by a cable saying that he had another heart attack and was seriously ill. Dr. Jordan passed away in London, apparently, on Sunday the 4th inst.

Dr. Jordan, who was nearly 64 years of age, had spent practically the whole of his manhood in Hongkong. He was born in India and in due course went to Edinburgh University where he graduated in 1880 as a Bachelor of Medicine and Master of Surgery. He remained in Europe until 1885. After two years spent in private practice he was appointed Resident Surgeon of Dorset County Hospital, and while holding this appointment he was able to pursue his medical studies in Paris and in Vienna, and he also studied privately at Cambridge and at St. Thomas Hospital, London. He became a member of the Royal College of Surgeons (England) in 1884, and in the following year he came to Hongkong. Dr. Jordan built up a large and ever growing practice in the Colony. At the time of his death five medical practitioners were associated with him in the practice which has latterly been carried on under the firm name of Drs. Jordan, Forsyth, Grove and Aubrey. Ever since May, 1885, down to a year ago, Dr. Jordan had held the appointment of Health Officer of the Port and Inspector of Immigrants. In the early years of his career he twice acted as a Colonial Surgeon. He also had charge of the Alice Memorial Hospital from the time of its foundation till it was amalgamated with the Netherlands Hospital.

While at Home in 1914 he offered his services to the Secretary of State for War purposes but, on account of advancing years, his offer was declined. On returning to Hongkong he was, in 1915, enrolled as Surgeon Major of the Hongkong Police Reserve, later being appointed Surgeon Superintendent. He continued to serve the Force in this capacity until the signing of the peace and the disbanding of the Force in 1918.

Dr. Jordan had been a member of the Council of the Hongkong University from its foundation, and in the rather long interval which elapsed between the re-appointment of Sir Charles Eliot to the Diplomatic Service and the arrival of Sir William Brunyate, a period of about two years—Dr. Jordan acted as Vice-Chancellor of the University. Before his departure for home the University conferred upon him the degree of LL.D. *honoris causa*.

Sir William Brunyate in presenting Dr. Jordan to the Chancellor on that occasion, said: "It is to me the keenest pleasure that my first official duty should be to present Professor Jordan for the Honorary Degree which the University is about to confer upon him. It is sometimes true of those upon whom honorary degrees are conferred that their distinction is not a genuine one. That is not so in the case of Professor Jordan. Not only has he studied in his own University, but in Paris, London, Vienna, and in my old University of Cambridge. He has been associated, I believe, with every public medical work in this Colony since his arrival here. It is quite recently that through his influence we are indebted for these additional medical schools. One other title to fame I may mention; when we draw up our list of pious founders and benefactors, foremost amongst them will figure the original founders of the Hongkong College of Medicine, Sir Patrick Manson, Sir James Cantlie, and Professor Jordan." The expression of esteem and respect in which Professor Jordan is held amongst our students is doubly due to-day owing to the fact that the Union buildings are about to be furnished in a worthy manner with the sum of some \$20,000 collected by Professor Jordan from among his personal friends.

Nowhere in the Colony will Dr. Jordan's death be more deeply regretted than at the University. The students cherished for him a strong affection which they seldom missed an opportunity of showing, and the whole University Staff with whom the last two years of his life were so closely associated fully shared their appreciation of his devotion to the cause of the University as well as of the those personal qualities of courtesy and kindness which endeared him to so wide a circle of friends and acquaintances of all nationalities in the Colony.

These personal qualities associated with a high professional reputation explained his extensive practice among the Chinese, and it is a remarkable tribute to his popularity that when he temporarily assumed the onerous duties of Vice-Chancellor of the University, and found it increasingly difficult to keep up his medical practice, a motor-car was presented to him by a number of his Chinese friends to enable him more expeditiously to make his medical rounds. Dr. Jordan had long been the District Grand Master of the District Grand Lodge of Freemasonry in Hongkong and South China, and held also the office of District Grand Principal of the Royal Arch Chapter of Hongkong and South China. Dr. Jordan was the oldest Justice of the Peace in the Colony having been appointed in October, 1886. In his bereavement Mrs. Jordan will have the deep sympathy of a very wide circle of friends in the Colony.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

WASHINGTON CONFERENCE.
JAPAN WAIVES PREFERENTIAL RIGHTS.

WASHINGTON, December 6th.
On the resumption by the Sino-Japanese delegates Japan agreed to waive all preferential rights to Shantung.

LATER.

JAPAN'S RENOUNCEMENT.

The Shantung announcement was made in the course of an official statement declaring that Mr. Hagiwara stated: "Japan will renounce preferential rights as regards foreign assistance, in persons, capital and material stipulated in the Sino-German Treaty of March 6th, 1908."

After an exchange of views the delegations decided that the Customs at Tsingtao shall be made an integral part of the maritime customs with an understanding, firstly, that the Chinese Government shall make a recommendation to the Inspector-General of the Chinese Maritime Customs with a view to permitting Japanese traders at Tsingtao to communicate with the said Customs in the Japanese language; secondly, that the Chinese Government shall make a recommendation that in the selection of a suitable staff for the Tsingtao Customs consideration shall be given, within the limits of established service regulations, to the needs of the trade of Tsingtao. With these two understandings the Japanese delegates waived all the privileges formerly enjoyed by the Germans in relation to maritime customs at Tsingtao. The Provisional Sino-Japanese Agreement relative to the Maritime Customs Office at Tsingtao of June 6th, 1915, will be automatically abrogated when the above-mentioned decision comes into effect.

The meeting then adjourned till three p.m. on December 6th.

THE PROPOSED NEW AGREEMENT.

Whilst the question of a three or four power agreement to replace the Anglo-Japanese Alliance continues to attract the attention of some delegates at the conference there is apparently no present position on the part of the American overture to entertain the proposal though a later suggestion may be considered provided that it does not include requirements opposed to American public opinion. It is stated on high authority that the naval programme as referred to Tokyo does not involve proposals of a political agreement of any character, but solely concerns the naval and military aspects of the situation which the American Delegation expects to be settled without a conditioning decision on any sort of political rearrangement. Baron Kato declared that he did not purpose playing the bargaining game or matching political guarantees against the naval ratio concessions.

FRENCH AND ITALIAN FLEETS.

PARIS, December 6th.

A message from Washington states that the question of reduction of the French and Italian fleets will probably come up this week. The French claim for a total tonnage of three hundred thousand tons, seventy-five thousand tons of which is to be in submarines, seems unlikely to meet with fundamental objections, at least as regards big ships, as far as can be judged from opinions of the delegations semi-officially consulted by Mr. Hughes who so far favourably assured M. Jusserand on the point.

WIRELESS IN CHINA.

WASHINGTON, December 5th.

The Sub-Committee on Drafting adopted Senator Root's tentative plan whereby wireless installation in China will be restricted to diplomatic and Governmental messages. The use of installations will be restricted to the terms accorded by the Chinese license and the Powers will co-operate with China in order to secure no interference with wave lengths.

TAKING ADVANTAGE OF THE LULL.

LONDON, December 6th.

The irritation evidenced in sections of the Press and public in America over the delay in waiting for Tokio's reply is in no way shared in official circles which are profiting by the lull to make progress in drafting. The lull has also

given an opportunity for the crystallization of views which, when sifted, seem to denote an excellent outlook for complete naval agreement. Italy will support the British position regarding submarines and America is moving sensibly towards it, partly as result of the pressure of public opinion, while France shows no signs of being unreasonable. Though the complete abolition of submarines is not looked for, a substantial step thence is possible. Progress as regards land armaments is unlikely to go beyond a polite resolution. Mature views on the Quadruple Agreement are not yet obtainable. The only London papers which have hitherto expressed an opinion are the *Chronicle* which declares that the new Alliance if it protected each other's possessions in the Far East against attack, besides guaranteeing the integrity of China, would be a way of scrapping the Anglo-Japanese Treaty very much to its liking, and the *Westminster Gazette* which is frankly of the opinion that the Alliance has outlived its day and purpose and must be abandoned, but not without substituting some other arrangement.

U.S. BUDGET FIGURES.

WASHINGTON, December 6th.

Additional particulars regarding the 1922 budget in President Harding's message show an expenditure of \$463,000,000 less than the estimated current expenditure. Towards meeting the deficit the President recommends legislation authorising the reduction of the accumulated naval supply account by \$100,000,000.

EARLIER CABLES.

INFORMAL SINO-JAPANESE DISCUSSION REGARDING SHANTUNG.

WASHINGTON, December 5th.

While the formal session of the Conference has been suspended until the 7th inst., informal discussions between groups of delegates have continued, the most important being the Sino-Japanese conversations in regard to Shantung. No definite development in the naval negotiations is to be expected until the Japanese delegates receive the anticipated statement of views from their Government.

THE QUADRUPLE ENTENTE.

WASHINGTON, December 6th.

It is definitely and authoritatively learned that the draft of a quadruple entente as a substitute for the Anglo-Japanese alliance is now being considered by the British, Japanese, American, and French Governments.

PRESIDENT HARDING'S CONGRESS MESSAGE.

The Washington newspapers report that President Harding, in the course of his annual Message to Congress, which reassembles on the 8th inst., will state that should the Conference fail he estimates that the United States should spend over \$600,000,000 on the Army and the Navy for the year ending June 30th, 1923. This is \$80,000,000 less than for the current year, but far above the pre-war appropriations.

The message continues that the United States cannot greatly reduce its military and naval appropriations until all the Powers likewise agree. The revenue for 1922 is estimated at \$3,338,000,000 and expenditure at \$3,503,000,000 including war debt of \$770,000,000, the Navy \$433,000,000, and reduction of debt \$339,000,000.

LATEST CABLES.

SHIPPING FREIGHTS.

AUSTRALIAN LINES' TEN PER CENT. REDUCTION.

SYDNEY, December 5th.

The Conference and Commonwealth shipping lines have made a general reduction of ten per cent. in overseas freights. The reduction is greater in some classes.

AN ANXIOUS VOYAGE.

HONGKONG MAN'S YACHT SAFE.

COLOMBO, December 5th.

The hundred and fifty ton sailing yacht *Dwynn* owned by Mr. R. E. Bellios, Hongkong, has arrived after an anxious forty-six days journey from Aden owing to becalm. The crew of ten were reduced to ship's biscuits.

FRANCE AND HER COLONIES.

PARIS, December 5th.

Emphasising the necessity of maintaining communication between France and her colonies, M. Denaxet of the Chamber Naval Committee thought this would best be attained by the creation of at least a thousand hydroplanes.

LATEST CABLES.

THE IRISH PROBLEM.

THE NEWS IS NO LONGER BAD.

LONDON, December 6th.

The conferences of the Sinn Feiners and the Cabinet terminated at 2.30 in the morning, after a three-hour midnight sitting, when it was authoritatively stated that an agreement had been reached, the full terms of which will be published later.

EARLIER CABLES.

LONDON, December 5th.

The Sinn Fein reply to the Government's proposals cabled on the 2nd inst. were handed to the Government yesterday. It is described as a reasoned negative, suggesting certain amendments. Negotiations have not been broken off but the outlook is grave.

The King gave an audience to Mr. Lloyd George this morning and discussed at length the latest phase of the negotiations. A full meeting of the Cabinet was subsequently held.

[The previous message stated:—The Sinn Fein envoys are on the way to Dublin carrying the final draft of the Cabinet's proposals, which are understood to comprise probably Dominion status for the twenty-six counties in the south and west. Ulster to have the option to apply for inclusion in an All-Ireland Parliament later, allegiance on the lines of the Dominions within the Empire, a commission to be established to determine the political and religious frontiers of Tyrone and Fermanagh, with power to decide on a plebiscite.]

LATER.

IMPORTANT MODIFICATIONS.

Another meeting of the Anglo-Irish Conference, lasting four and a half hours, was held to-day, when, it is understood, important modifications were made in the latest Government proposals, which the Sinn Feiners subsequently discussed privately.

FLUCTUATING MARK.

INCREASE IN THE CURRENT NOTE CIRCULATION.

LONDON, December 5th.

German marks on London were quoted at 830. The Reichsbank's current note circulation amounts to M.100,944,000,000, the increase for the week amounting to M.4,480,000,000.

INTERNATIONAL MONETARY CONFERENCE POSTPONED.

LONDON, December 5th.

The International Monetary Conference, which should have opened in London to-day to consider means of rehabilitating currencies, has been indefinitely postponed owing to developments at Washington. Besides Dr. Rathenau, of Germany, American and Australian delegates are actually in London.

DEATH OF BRIGADIER-GENERAL PHILLIPS.

A.D.C. TO FORMER GOVERNOR OF THE COLONY.

LONDON, December 5th.

The death has occurred of Brigadier-General G. F. Phillips, formerly Aide-de-Camp to the Governor of Hongkong. [The deceased officer was a Hongkonger twenty-three years ago. As a Captain in the West Yorkshire Regiment he was A.D.C. to Governor, Sir William Robinson, G.C.M.G.]

STRAITS SETTLEMENTS LOAN.

FAVOURABLE COMMENT BY THE "TIMES."

LONDON, December 5th.

Commenting upon the Straits Settlements loan, the *Times* emphasises the favourable financial position of the Straits and the Malay States Governments in recent years, and says that the contraction of revenues during the past year was inevitable in consequence of the acute depression in the rubber and tin industries; but this may be regarded merely as an incidental check, which will disappear as world trade revives.

WAS SHE SUBMERGED?

INQUIRY INTO LOSS OF DUTCH STEAMER.

THE HAGUE, December 5th.

The International Commission of Inquiry into the loss of the Dutch steamer *Tubantia*, sunk in the North Sea on March 16th, 1918 by, it is alleged, a German submarine opens in the Palace of Peace privately on January 18th.

CHINESE STUDENTS IN FRANCE.

DONATION TO RELIEVE THEIR DISTRESS.

PARIS, December 5th.

M. Gaston-Meunier has given F.5,000 to relieve Chinese students in France who are distressed, especially owing to the collapse of the Banque Industrielle de Chine.

ARBUCKLE RETRIAL FIXED.

TWO WOMEN PROVE DISSENTIENT JURORS.

SAN FRANCISCO, December 5th.

The two jurors who voted for the conviction of Arbuckle are both women. One refused to consider the evidence and declared at the opening of the deliberations that she would not change her opinion "until hell froze over." Arbuckle declares that the result is a moral acquittal. The retrial has been fixed for January 9th.

EX-KAISER TO REMARRY.

REPORTED ENGAGEMENT TO OFFICER'S WIDOW.

BERLIN, December 5th.

The newspaper *Zweifelhaft* asserts that the ex-Kaiser has decided to remarry, and has chosen the widow of a Danzig officer killed in the war.

A RHINISH REPUBLIC.

REPORTED RESOLUTION OF THE POPULATION.

PARIS, December 5th.

A Mayence message states that a Congress, including 834 delegates from all sections of the Rhinish population, met at Bonn and passed a resolution in favour of the proclamation of independent, neutral Rhinish Republic—*Havas*.

NEAR EASTERN QUESTION.

ANGLO-FRENCH CONFERENCE THIS WEEK.

PARIS, December 5th.

According to reports from various sources Lord Curzon is expected in Paris this week, when, according to *Le Matin* he will have an opportunity to discuss with M. Briand joint policy as regards Turkey—*Havas*.

THE "MUCKLE HOOSE" STAKES AT SHANGHAI.

POPULAR EWO SUBSTITUTE FOR AN OLD ST. ANDREW'S DAY EVENT.

PARIS, December 5th.

Ewo distinguished itself on St. Andrew's Day, says the *N.C. Daily News*, in providing a substitute for a very old Shanghai institution, the race for the St. Andrew's Cup, the mile handicap on the Race Course at midday proving a great attraction and a really popular sporting event. There were 17 starters, all ridden by members of Ewo staff, with only two riders absent, and, in place of the usual pari-mutuel preliminaries, some of our amateur bookmakers had a great opportunity for earning a honest dollar. There were two rival camps "about the odds," and it was gathered that Nelson, Zaandam, Pilgrim, and Djennah were favourites, in the order named. Hundreds to one in respect of some of the other candidates were freely offered, and not taken, and in the absence of place betting, Bachelor Tax was a poor speculation at 100 to 3. While the race was in progress a not incredible rumour was current that scouts had been placed discreetly in the vicinity of the Race Course in view of the possibility of a local realistic "wishing" touch being given to the proceedings by gentlemen with the paid.

The starters were as follow:—

Hunter (Mr. V. D. K. Craddock) 177
Kingswin Town (Mr. C. O. Boyd) 145
Djennah (Mr. W. A. Dalgarro) 164
Trylle II. (Mr. Van Beith) 165
Inveravon (Mr. F. A. Pollock) 147
Glenal (Mr. E. Gordon) 146
Bachelor Tax (Mr. H. G. Elliott) 159
Christmas Bell (Mr. A. J. P. Heard) 150

Foston (Mr. V. H. Lanning) 150
One of Them (Mr. H. H. Lanning) 157
Zaandam (Mr. L. Zeleny) 148
Pilgrim (Mr. A. N. Dallas) 148
Nelson (Mr. G. C. C. Harpe) 152
Not so Dusty (Mr. G. D. Baeburn) 135
John Jorocks (Mr. F. Gandossi) 146
Siwa (Mr. W. G. Johns) 138
Great Sport (Mr. E. B. Clarke) 150
Djennah won by a neck, the official result being:—

Djennah (Mr. Dalgarro) 1
Zaandam (Mr. Zeleny) 2
Bachelor Tax (Mr. Elliott) 3
Won by a neck: a length. Time, 2min. 08.3-tsec.

The threat of a "wooden spoon" by way of a souvenir for the last man inspired another great finish. Mr. Craddock, on Hunter, and Mr. Gandossi, on John Jorocks, bringing up the rear in fine style. With a supreme effort, Mr. Gandossi left Mr. Craddock in possession of the spoon by a short head.

A jovial event was fittingly terminated at the Grand Stand, where Mrs. Brooke Smith gave the silver trophies to Messrs. Dalgarro, Zeleny, and Elliott, and the spoon to Mr. Craddock, being in turn presented by Mr. Dalgarro with a pretty bouquet of flowers.

Mr. Brooke Smith, on behalf of Ewo, thanked the Stewards of the Race Club for their kindness in letting them have the use of the course, and also expressed their appreciation of the very satisfactory handicap arranged by Mr. Milner.

The first prize for the event was presented by Mr. O. C. Boyd, and the second, third and last by Mr. R. M. Austin. The event does not count as an "official" race.

CHANNEL TUNNEL.

MARSHAL FOCH ON WHAT MIGHT HAVE BEEN.

PARIS, December 5th.

In a booklet which Sir Arthur Fell, M.P., has just issued on behalf of the House of Commons Channel Tunnel Committee, of which he is chairman, the opinion of Marshal Foch respecting the Channel Tunnel is published for the first time. In March last, at the Corda Inter-Allie in Paris, the distinguished French soldier said: "Had there been a tunnel under the Channel before the war it might have prevented the war." On another occasion Marshal Foch added: "Had the British and French been in possession of the Channel Tunnel in 1914 the war would have been shortened by at least two years."

IMPORTANT GOVERNMENT ENTERPRISE.

HONGKONG ROADS IN EMBRYO.

QUARRY AT TAT-TSZ-MUI DESCRIBED.

THE COLONIAL SECRETARY, in the Legislative Council the other day, advised hon. members that they would find a visit to the Public Works Department's quarry at Tat-tsz-mui (on the way to Quarry Bay) to be full of interest. A representative of the *Hongkong Daily Press* took the hint, appointed himself as a Commission of Inquiry and was taken, recently, by Mr. H. E. Goldsmith, Executive Engineer in charge, for a personally conducted tour of the quarry. He found that the Hon. Mr. Severn was not speaking beyond the mark in promising a most interesting afternoon.

Residents in the Colony accept as a matter of course that Hongkong is extraordinarily well served in the matter of road construction and street paving, but the fact impresses itself very strongly upon the casual visitor who has just come, say, from the ports of call in Japan, where modern road-making is still in its early stages. Road construction engineers who pass through the Colony freely admit that they have nothing to teach our P.W.D. officials.

PRINCIPLES OF ROAD MAKING.

Outside the United States of America, there are very few places where the principles of scientific road making have been so carefully investigated as they have been in Hongkong. Mr. H. E. Goldsmith is the author of a standard work on the subject, and it would surprise the average citizen to discover what long and careful experiments have been made in order to arrive at just that admixture of materials which will give, as nearly as possible, "maximum density" and, therefore, greatest resistance to wear and tear. Without attempting a scientific explanation of the subject, it will be readily understood that "voids" in a roadway must be reduced to a minimum—this is the secret of success in modern road construction.

After working out the problem mathematically and plotting graphically the results of various screenings of the material to be used to make up the mixture, the Hongkong experts have got as near "maximum density" as it seems possible to get. Granite weighs 160 lbs. to the cubic foot; the Works Department produces a mixture which weighs 154 lbs. to the cubic foot. They serve it up hot—in that state it is malleable—it is put down at a temperature of not less than 250 degrees Fahrenheit, rolled before it gets cold, and 24 hours later, it is ready to take the heaviest traffic.

PROPOSED EXTENSIONS OF THE QUARRY.

That is one branch of the work at the P.W.D. quarry, but there is another. There never was such a place as Hongkong for concrete. The White Ant, Mariner, might very well say disconsolately, "Concrete, concrete everywhere and not a bite to eat." A large proportion of the concrete piles, railings, slabs, mouldings, etc., used in the public service are made at the quarry, and the War Department and private firms have also been supplied. Extensions now in contemplation include a cabinet workshop where furniture for Government quarters will be made and minor repairs executed; also garages and a mechanical workshop for the repair of mechanically-driven vehicles owned by Government.

The electrical workshop at Wanchai, where all the Government electrical and telephonic work is done, will probably be moved out to the quarry later.

"The quarry was started in 1914," Mr. Goldsmith told our representative. "Prior to that, it had been found that the contractors could not keep pace with the Government's demands. The development of the Colony was proceeding so quickly that it was absolutely essential to have a reliable and constant source of supply. The benefit derived from the quarry cannot be over-estimated as it enabled work to be carried out with far greater despatch and more cheaply than the contractors could do it. There has been a progressive increase, every year, in the output, but even so, it is found impossible, although working at the utmost limit of capacity, to keep pace with the demand. Plans are being prepared to double the plant and remodel the quarry with a view to larger output."

The following table shows the results of the working of the quarry in 1920 and in a previous year and well illustrates the increased demand:—

	1917.	1920.
Crushed granite, cubic yards	5,523	18,071
Tar macadam, cubic yards	1,138	843
Asphaltic mixtures, cubic yards	41	1,478
Paving slabs: No. 18,602	43,634	

THE PROCESSES DESCRIBED.

The quarry is on the road to Shau-kiwan, with easy access, also, to the water-front. Looking into it, on arrival, there was a mighty fuss and clatter of machinery in the "middle distance" but this was to be disregarded for the moment and we went straight to the quarry face in order to trace the progress of operations from the beginning.

"At 11 and 5 o'clock we blast," remarked Mr. Barrington, clerk of works, calling attention to the operations of men with long rods who were jabbing away making holes to receive dynamite charges. It is hoped, soon, to have electric drills, and do away with this hand labour. Thirty blasts a day dislodge 80 to 100 cubic yards, or, roughly, a hundred tons of rock.

While the five o'clock fireworks display was being prepared, a bery of men all about the quarry face, were breaking up the proceeds of the last explosion into "spalls"—rock of a convenient size to go into the crusher—to which it proceeded in two-ton trucks on a short length of line. Some of the stone-breakers were reducing stone to 1½ inch size because, until the crushing plant is duplicated,

it cannot produce all the broken stone required. The machine, it appears, is cheaper by some cents a cubic yard than hand labour.

A POWERFUL MACHINE.

The crusher is a fearsome machine that would have suggested new ideas in torture to the religious enthusiasts of medieval times. It is a very simple machine, but horribly effective.

In section it is like a letter "Y" with one side vertical instead of sloping, and not quite closed at the angle. The sloping side is actuated by an eccentric wheel so that it constantly and rapidly lunges forward towards the opposing wall and then withdraws. A piece of rock—in earlier days it would have been a heretic—is pitched between the jaws and gets a "scrunch" powerful enough to rive granite as though it were loaf sugar. On the withdrawing movement, the rock, now in smaller pieces, slips further down into the jaws and gets more crushing until it is reduced to the size to which the jaws have been set. The product is, therefore, some of all sizes from fine dust up to the size to which the jaws were set. With two crushers at work, 150 tons of rock are dealt with in a day.

A conveyor after the pattern of a river dredger takes the crushed material as it falls from the crushers to revolving circular screens of different mesh. From the screens the stone passes into storage bins, and from thence it passes, by gravitation, through shoots, wherever it is wanted. On this occasion the stone was going into a hopper which led to a rotary drier. By the time it gets out, the stone is heated to a very high temperature so that it is absolutely free from all moisture. There is no guess-work about the mixing process. Stone is let out as required from the rotary drier by lifting a sliding door; the material falls into a measure with a hinged bottom. A measured quantity of hot tar (at 350 deg. F.) is added; the bottom of the measure is released and the material falls at the foot of a spiral mixer—a long, revolving rod with a spiral thread, set at an angle of 30 degrees from the horizontal.

After travelling the length of the spiral mixer, the material is "ready for the road" and passes either to a "loaded hopper," which abuts on the highway, to be transported, later, to the work, or it is shot into a covered-in lorry and goes straight to the job in hand. By the time it gets there its temperature is reduced to just about the right degree at which it should be laid, viz., 250 deg. F. It is first lightly rolled with a light hand stone roller and, within three hours, again rolled with a 10-ton steam roller. If allowed to remain for a longer period than this, it sets beyond the possibility of further compression.

Some of the compositions for road making contain a larger number of ingredients than were being mixed at the moment, but the principle of manufacture would be the same.

UTILISATION OF BY-PRODUCTS.

Nothing is lost at the quarry; even the dust from the screening is utilised. This is made into the paving slabs seen on the public highways. The output at present is 800 paving slabs per day, or 73,000 a year and the plant is being duplicated to keep pace with the demand.

After seeing the paving slabs in course of manufacture we stepped across the road to the strip of land between the road and the forebore where concrete piles for the new Statue Pier are accumulating. This is a section of the work at the quarry which requires a good deal of space. Each concrete pile is set near the water's edge, convenient for removal, and, when the mould is taken away the pile remains *in situ* until it is matured—a matter of eight to ten weeks, so that a good many of the huge piles are always on hand. Similarly, there is a stock of a thousand or so of paving slabs. Like the whisky distilleries, the quarry has to work for the future and have supplies in hand to mature.

ADVANTAGES OF THE QUARRY.

The foregoing, it is hoped, will serve to place on record, a description of this valuable piece of municipal enterprise as it is now. In two years' time, when the extension and re-planning of the quarry has been completed, conditions will be so different that what has just been written, will seem like ancient history. The advantages which the Colony derives from the work done at Tat-tsz-mui may be briefly summarised as follows:—

(a)—Mass-production of concrete work at prices considerably below those quoted by contractors.

(b)—Preparation of special asphaltic road material of the highest durability and consequent cheapness at prices considerably less than those of the international syndicates specialising in road paving processes.

(c)—Utilisation of all by-products. For example, dust and siftings are made into paving slabs, or used as ingredients in special asphaltic mixtures.

(d)—Provision of facilities for "trying-out" new ideas.

One point of criticism suggests itself. One looks to the Government to be a model employer and it would be good to see some of the time devoted to schemes for cheapening production applied to improving the conditions of labour in the quarry. Some of the men have to work in a cloud of dust as dense as the old London "fog" and breathe an atmosphere so heavily laden with dust particles, must have a deleterious effect upon their lungs. Any scheme that could be devised to reduce the escape of dust into the air would be highly advantageous. Something might be done, too, to protect the men who feed the crushers from the sparks and stones that fly back as the stone is smashed. But perhaps the re-modelling of the quarry will include a mechanical conveyor of the spalls to the crusher.

Members of the general public, when journeying eastwards, would be well advised to spare a little time to visit the quarry and see, in embryo, how the fine roads on which they travel are made.

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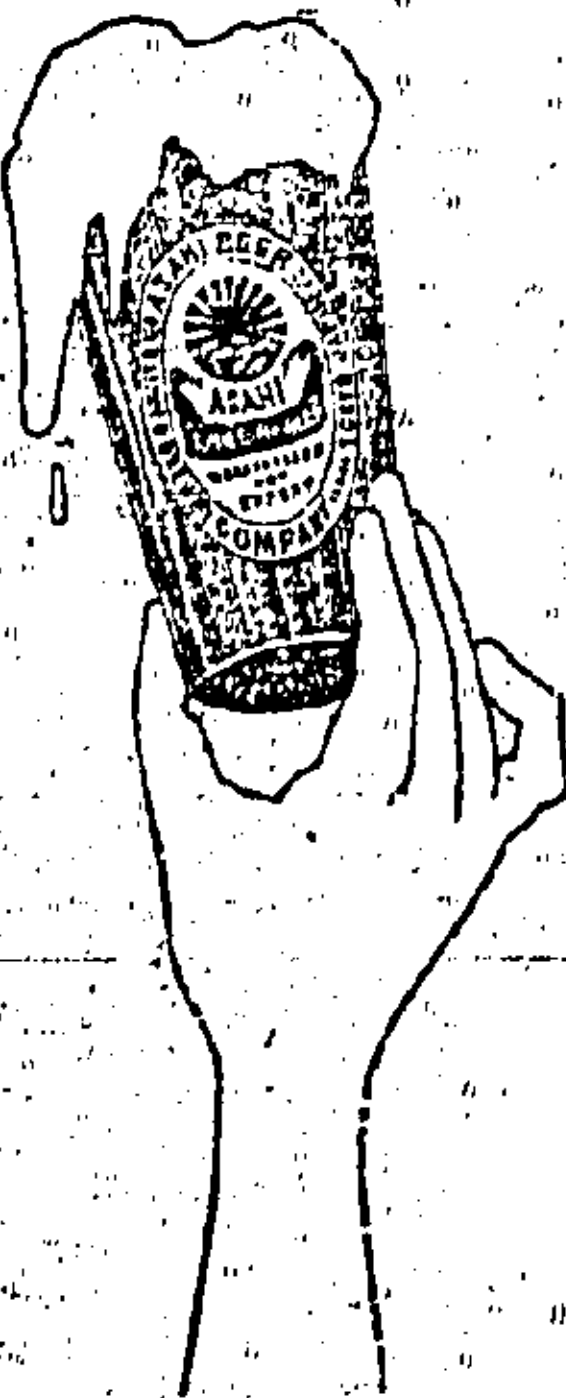
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**GOODBYE TO THE PRINCE.
LONDON'S SEND-OFF.**

At noon on Oct. 28th, the Prince set out on the third, and in many ways, the most important, of his Empire missions, and three seasons will pass before he returns to England. London gave him a warm and affectionate farewell.

An October mist was in the streets as the Prince of Wales drove from York House to Victoria Station, but the Mall and Buckingham Palace road were lined with cheering people. Outside the station a large crowd had gathered, and shouts of "Good luck!" rose above the cheers.

When the Prince departed on his Australian tour the crowd rushed the platform barriers to raise a shout of acclamation as the train moved out. On the present occasion it seemed as though the final leave-taking, deliberately simple and informal, would also be decorous and silent, but at the last moment three lusty hurrahs rang out. They were given by statesmen and diplomats, and a score of silk hats waved in the air to the rhythm of the cheers.

His Royal Highness reached Victoria at a quarter to 12. Before that time the Duke of Cennault, Princess Beatrice, Princess Christian, and Princess Louise (Duchess of Argyll) had arrived to see him off, and among others waiting on the platform were—Mr. Lloyd George, the Home Secretary, the Lord Chancellor, the Chancellor of the Exchequer, Mr. Austen Chamberlain, Mr. E. S. Montagu (Secretary for India), Mr. Winston Churchill, Mr. H. A. L. Fisher, the American Ambassador, the Archbishop of Canterbury, the Archbishop of Wales, Lord Newton, Lord Chesterfield, Lord Crewe, Lord Lytton, the Grand Duke Michael, Field-Marshal Sir Henry Wilson, Air-Marshal Sir Hugh Trenchard, Major-General Sir John Hanbury-Williams, Lord Henry Nevill, Sir William Forbes, and others.

FAMILY FAREWELLS.
The Prince was accompanied by his brothers, the Duke of York and Prince Henry, who were to travel with him as far as Portsmouth. The Prince and the Duke of York wore naval uniform and Prince Henry the uniform of a subaltern of the 10th Hussars.

The Prince of Wales first greeted his Royal relatives and then spent a few minutes talking with Ministers and the Japanese Ambassador. At 10 minutes to 12 the King and Queen and Princess Mary arrived in a carriage drawn by two horses. The King wore morning dress with a dark overcoat, and the Queen was in a costume of sapphire blue with fox furs.

Shortly before noon the Prince, who had been shaking hands all round the group took leave of the Prime Minister and entered the saloon. Their Majesties followed him, and a few moments were occupied in the intimacy of a family farewell. Then the King and Queen came back to the platform. Photographers requested facilities for taking a flash-light picture, and the Prince left the saloon to stand in a group with their Majesties and Princess Mary.

Finally, Prince and King shook hands with great affection and the Prince exchanged a last kiss with the Queen. Back in the train, he stood with the Duke of York and Prince Henry at the window of the saloon. The guard, two minutes after the hour, gave a signal, and the train began to move.

Then came the cheers, an unusual demonstration on such an occasion and from such a gathering. His Royal Highness acknowledged the enthusiasm with a salute, and then by waves of his hand, until the train had passed into the fog—Times.

**RELIGIOUS DIFFICULTIES.
THE MODERN OBLIVIOUS.**

The Archbishop of Canterbury presided at Caxton Hall, over a meeting of the Christian Evidence Society, on October 21st. There were a great many people, he said, who found themselves unable to give reasons for the faith they held, and who found it difficult to meet attacks on their faith, sometimes deliberately devised by trained people. "Some forty years ago he was lecturing, and the speaker who preceded him declared, 'We must kill these modern ideas, such as evolution, and show that the world was created in six days.' On hearing that his heart sank. In those days the great questions were, 'Who married Cain?' 'What do you really mean by Balaam's ass speaking?' and 'How could a fish swallow Jonah?' and if they were not able to answer such questions Christianity with some people went by the board. There were still people who declared that evolution was the foe of the Church and who held that the creation of the world began on Sunday morning and finished on Friday night. But, generally speaking, that was not the kind of opposition they had to meet now. Those difficulties had gone, and others had arisen. Personally, he found that one of the strongest bits of armour which attacked with certain questions was the simple answer, 'I do not know.' Their Christian faith was not cut and dried; it was not of such a nature that a categorical answer could be given to every question. Indeed, many difficulties had arisen through people trying to convince themselves that the Christian faith was cut and dried.

The Rev. H. R. L. Sheppard, vicar of St. Martin-in-the-Fields, said some people had a way of thinking that anything was good enough for the poor. As a matter of fact the poorer sections of a congregation were initially more critical, and often better informed, than West London. It used to be thought that any lady from Mayfair who could end on a top note could hold an East-end audience. (Laughter.) That was a mistake which had caused much irritation. To a great extent the clergy had lost the hearts of the people, and the people did not know what the clergy stood for. He recollected that just after he was ordained he was going to the East-end on the top of a bus. He had the "hump" as he had never had it before, and wearing the peculiar collar for the first time felt (Continued at foot of next column.)

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DEPRESSION AFTER A BOOM.

Sir William Beveridge, director of the London School of Economics and Political Science, gave an address, on Oct. 13th, on "The Problem of Unemployment" at a meeting of business and public men, held under the auspices of the National Movement Towards a Christian Order of Industry and Commerce. There were two distinct causes of unemployment, said Sir William. On the one hand, we had a depression following a boom of a year ago, and, on the other hand, we had arrived at a depression after the Great War and as a result of the permanent shifting of many of the channels of trade. Every seven or ten years after a phase of rising prices and great industrial activity came a phase of slack activity, unemployment, and pauperism. He did not think there was any remedy for it. It was inherent in our industrial and financial system. They must provide for it rather than try to prevent it. He suggested that for workmen there should be a proper form of insurance against unemployment; that they should average the wages of labour for good and bad times. If the Government had started its insurance system against unemployment in 1918, instead of when the men were unemployed, they would have had two good years of contributions before the drain began. Unemployment should not be forgotten when the country got out of the present mess. (Hear, hear.) He suggested that all public authorities should postpone work as far as possible until there was bad trade. The fluctuation of employment was bound up with production and credit, and the whole financial system. Those who managed and manipulated the credit system could learn to do it more skilfully than they did at present. Bankers had done a good deal to stop panics and financial crises, and it seemed to him they might find means of diminishing the fluctuation difficulty. If they were going to make the wave of depression less difficult, they could only do it by making the boom less extravagant and violent. By checking the boom they diminished the depression. He supported the employment exchanges; they prevented the blind hawking of labour. The real tragedy was that employers until recently had not been interested in unemployment, and it was difficult to get workmen interested in the need for production and profits. The two sides must understand one another's views.

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that he looked like nothing on earth. Two men who had done themselves very well at lunch got up. One, as a result of the alcohol he had taken, was objectionable; the other wanted to be pleasant. The objectionable one said, "There's a parson." The one who wanted to be pleasant replied, "Now, Bill, don't you scoff at 'im. It aint 'is fault; it's just 'ard luck." (Laughter.) That expressed the attitude of 80 per cent. of people to the clergy. For that attitude the clergy themselves were not alone to blame. Venerable, sidemen, church-wardens were also to blame, for sometimes when the working man came into the church they were guilty of putting him behind a pillar. That was like putting a new-born babe on a lump of ice. ("Hear, hear," and laughter.)

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EMPLOYERS AND EMPLOYED:**NEED FOR CO-OPERATION.****REMEDIES FOR INDUSTRIAL ILLS.**

Under the auspices of the Industrial League and Council, a meeting was held at the Mansion House, on October 13th, to consider the best means of promoting whole-hearted co-operation among employers and employed. The Lord Mayor occupied the chair, and the numerous gathering included representatives of finance, many branches of industry, and a large number of trade unions.

The Lord Mayor, opening the proceedings, said that in the whole world of human thought and activity there was no question to-day which absorbed the thoughts of man so much as that of the industrial problem. The war in its devastating course injured the fabric of the industrial, commercial, and financial world, and was followed in Great Britain by an abnormal but short period of prosperity, which, in turn, was being followed by a state of unemployment unexampled in the history of Great Britain.

No blame could be allocated. It was caused mainly by circumstances which had been outside the control of governments, financiers, capitalists, or labour leaders. It was, therefore, to organisations such as the Industrial League and Council that they must look for guidance. Only by the co-operative effort of employers and employed could we remedy the evils. Production must be of such a character and at such an economic cost that it could be sold in the world's markets at prices that would ensure to the manufacturers and workers of the country a reasonable market and personal security. If the two partners in industry, employers and employed, would confer with a mutual desire to find a solution of the industrial problems they would find a remedy. (Cheers.)

Mr. G. H. Roberts, M.P., proposed the following resolution:—

"That this Mansion House meeting of the Industrial League and Council reiterates its considered policy that prosperity to this country can only be achieved as a result of closer and friendlier relations between employers and employed. It views with satisfaction the action of the Prime Minister in calling together to the councils of the nation representatives of employers, labour, commerce, and finance to explore all possible avenues towards a solution of the present industrial trouble, and urges the Government to use every means available to relieve the present situation by encouraging and fostering all possible means to reduce the measure of production, and by international arrangements to stabilise the rate of exchange."

INSURANCE A REMEDY.

The League, he said, came into existence in the early stages of the war for the purpose of bringing representatives of employers and labour together, and to see how far it would be possible, when the war was ended, to assist the nation to recovery. One of their primary aims was to see if it would be possible to maintain the higher standard of wages and living which developed during the war. Employer and workmen members of the League experienced grave disappointment at finding the necessity for drastic wage reductions. It was wrong to ascribe this to any conspiracy on the part of the employers, for after all, no more could be taken out of industry than was created in it. At present we were confronted with one of the most menacing situations that had ever been known, a situation so complex that no action on the part of the Government alone could solve the great problem. There was a section of the people who demand that the Government should once more interfere with industry with a view to setting things right. The experience of the past few years did not offer much encouragement. (Hear, hear.) Still there was a lot the Government could do. The first essential was peace in the world, and, if the situation was reviewed fairly, it would be acknowledged that the Government had played a great and noble part in recreating the peace of the world.

There must be peace at home, too. They were plagued with too many doctrines and reforms, and there were too many people who wanted to tinker with this or with that. A better order could only come from the present order, and to advocate destroying everything in the hope that things might be a little better was leading people astray. While they should not expect too much from State interference with industry, no worthy person should be allowed to lack the means of living. Certainly, throughout their lifetime unemployment would be with them in varying degrees. To meet these periodical times of enforced idleness he saw no means other than insurance. The unemployed situation was graver to-day by reason of the fact that since the armistice Labour had pursued a wrong policy. (Hear, hear.) They were told the Government should have foreseen this period of unemployment. Did Labour foresee it? If so, Labour had acted criminally in expending the amount of money which had been wasted through incessant strikes.

As a matter of fact there was no party and no section in the State which had the title to arrogate to itself the ability to have foreseen the present situation. (Hear, hear.) The dispute in the coal trade destroyed reviving conditions, and many unions were in a bad position to-day because of their mistaken policy. There were still employers who looked with suspicion on organisations such as trade unions, but they were a diminishing number, and he knew many employers who had almost entirely exhausted their own resources in their anxiety to do the right thing to those in their service. The present position was dull, but not hopeless. With co-operation we could recover; if there was no co-operation, then some historian could start writing the Decline and Fall of Great Britain. (Cheers.)

REASON AND GOODWILL TENDS.

Viscount Burnham, according to the resolution, said there was no doubt that we were face to face with an industrial condition graver and more critical than any in the history of the country. (Hear, hear.) He said that, well knowing there were people who declared that conditions were worse after the Napoleonic Wars; but at that time the country was hardly industrialised at all, and the circumstances were, consequently, less difficult. The two sets of conditions were not comparable. But there was one lesson that history had, and that was that there was no short cut to solve this thing. As Carlyle taught, there were no "Morrison's Pills for earthquakes," and what they were suffering from was the earthquake of a great war. The meaning of the financial situation could be expressed in two words, the "halfpenny mark," and all the halfpenny mark meant.

It was quite true that the first necessity was, if possible, to stabilise the exchange. That they all wanted to do. It was easy to coin phrases, but very difficult to translate them into facts. He did, however, believe that a great deal could be done if some financial agreement were arrived at between Great Britain and the United States—(hear, hear)—because it was in the United States that all the gold was hoarded, and it was Great Britain which was nearest to the point of stability in the European system. It was not reasonable to blame the Government for not having done more, because there was no disposition on the other side of the Atlantic to come into conference with us and try to settle the problem. He was in hopes that from the Disarmament Conference there would arise a desire for another conference—a conference on the financial situation of the world. (Hear, hear.) At any rate, it was to be hoped that the Government would tender such a suggestion, and that the United States would be disposed to act upon it.

At home what they were bound to do was to try to translate into action some of the phrases which characterised so many of the idealist movements. They honestly wanted the spirit of co-operation, not only in lip service, but in actual performance. (Hear, hear.) Mr. Clynes, for whom he had the greatest respect, made a speech two days ago protesting against the theory that any class in the country stood to benefit by the curtailment of production. On the other hand, they found resolutions which, from platforms throughout the country, were sprinkled weekly over the papers—resolutions in which no spirit of co-operation was to be found between employers and employed, but a denunciation of capital, as if there was anything which could be put in its place. The effect of this was far worse than was imagined by those who uttered these loud and frantic words; their effect was a deterrent to enterprise, and a threat to those who had money to place—and capital, as they knew, had wings to fly. Such threats were, in themselves, a cause of unemployment. (Hear, hear.) These threats and constant blatant talk from platform against capital and capitalists were causing more unemployment in the country than industry disputes.

The problems with which they were faced could only be solved by reason and by goodwill. (Hear, hear.) The working classes could not be bullied into working harder; they must be persuaded that their interests, at all events for the time being, was identical with that of their employers and other classes of the community. There could be nothing more malignant and devoid of reason than to say that at the present moment employers were trying to make cuts in wages for their own benefit. That was not the case. They were all reasonable men, no doubt impelled or supposed to be, by motives of self-interest. But no employer was gratuitously out for trouble, for it was better for them to have a contented set of workmen. They must be credited with the average rate of patriotism. It would be mere folly on the part of employers to provoke disturbances in any trade in order to obtain one or two per cent. more interest when the difficulty was to get any interest at all. Many people talked of a levy on capital as a nostrum to remedy all our ills. He paid 15s. in the 2 taxation, and he knew people who paid 18s. He did not know whether that was called a levy on capital, but he did know that it would leave very little if a levy on capital came. After all it was their duty to bring these facts home to all men. The more they could get down to the facts the better; the more they would unite and knit the hearts of men, for the only purpose they had in view was to save their country in the greatest crisis through which it had ever passed. (Cheers.)

Mr. H. E. Blain, assistant managing-director, London Underground Railway, supporting the resolution, said there was, unfortunately, only too often a chasm of suspicion between Capital and Labour, and that would have to be got over if they were to make progress.

Mr. G. N. Barnes, M.P., emphasised the futility of mere criticism. For himself, he said, he desired to see much of the present system replaced; but a new system could only grow, and it could only grow in proportion to the development in the people of corporate pride in the industries amongst which they lived. What they had to do to-day was to start at their own doorstep, and the fact must be recognised that, so long at all events as they were living under a system of capitalism, they would have to "buck up" and produce goods plentifully so as to make them as cheap as possible. Whatever might have been the misdeeds of the Government in times gone by, they were now alive to the problems which confronted them. (Cheers.)

The resolution was carried unanimously.

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S.S. "HOZUI MARU" ... on or about 10th Dec.

FOR KEELUNG via Swatow & Amoy.

S.S. "TAIKWA MARU" ... on or about 8th Dec.

For further particulars, please apply to—

Branch Office, No. 37, Bonham Strand, West, Tel. No. 155.
 S. MIPARAI, Agent,
 Top Floor, King's Building, Tel. No. 140.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA
ELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.**ELLERMAN LINE****ELLERMAN & BUCKNALL S.S. CO., LTD.**FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.S.S. "CITY OF GLASGOW" 16th Dec. London, Rotterdam & Hamburg
S.S. "KAZEMBE" 19th Dec. London, Rotterdam & Hamburg**HOMeward PASSENGER SERVICE**CITY OF MANCHESTER 20th Feb. London
CITY OF SIMLA 19th Dec. Middle March London
Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.
General Agents.**NEW YORK DIRECT**

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "KATUNA" via Suez Canal 10th Dec.
S.S. "KNIGHT OF THE GARTER" via Suez Canal 20th Dec.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG and CANTON, REISS & CO., CANTON.**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI KORE & OKOHAMA	"PORTHOS" 20,000	On or about 17th Dec.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	"AMAZONE" 11,000 "P. LECAT" 20,000	On or about 8th Dec. On or about 18th Dec.

For full particulars regarding sailings, etc., apply to—

Telephone 746

R. RODENFUEHR,
Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

(AND RETURN)

(Occupying 9 to 10 Days.)

S.S. "HAILOONG" Capt. W. Couper FRIDAY, Dec. 9th, at 12 Noon.
S.S. "HAIHONG" Capt. W. C. Passmore TUESDAY, Dec. 12th at 12 Noon.
S.S. "HAIHONG" Capt. J. S. Thomson FRIDAY, Dec. 16th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICESSTRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hongkong (approx)	Destination
"SOMALI"	4,700	10th Dec. 11 a.m.	Marseilles, London & Antwerp
"DUNERA"	5,300	23rd Dec.	Singapore, Colombo & Bombay
"NELLOR"	7,000	24th Dec.	Marseilles, London & Antwerp
"DONGOLA"	8,000	7th Jan., 1932	Marseilles, London & Antwerp
"EGYPT"	7,941	18th Jan.	Eden, Marseilles, London & Antwerp
"KASHMIR"	8,841	21st Jan.	Marseilles, London & Antwerp
"NAGOYA"	8,854	18th Feb.	do.
"KASHGAR"	8,840	4th Mar.	do.
"SICILIA"	8,704	14th Mar.	Singapore, Colombo & Bombay
"KHYA"	9,017	18th Mar.	Marseilles, London & Antwerp
"DEVANHA"	8,028	1st Apr.	do.
"NOVARA"	8,028	15th Apr.	do.
"KALYAN"	8,028	29th Apr.	do.
"PLASSY"	7,348	13th May	do.
"DONGOLA"	8,000	27th May	do.

BRITISH INDIA - APCAR SAILINGS (South)

S.S. "EURYLUS" 3,600 7th Dec. 1 p.m. Singapore only

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (approx)	Destination
"EASTERN"	4,000	12th Dec.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	8,000	9th Jan.	do.
"STALLANS"	4,500	6th Feb.	do.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (approx)	Destination
"TAKADA"	7,000	8th Dec. 4 p.m.	Amoy, Shanghai and Kobe.
"DUNERA"	5,300	10th Dec.	Shanghai only.
"DONGOLA"	8,000	12th Dec.	Shanghai and Japan.
"ARAFURA"	8,000	20th Dec.	Yokohama direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Cargo only.

1st Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
12, Des Voeux Road Central, HONGKONG.**O. S. K.
OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.

S.S. "ATLAS MARU" Thursday, 15th Dec.

calling at Marseilles.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

S.S. "CHICAGO MARU" Tuesday, 14th Dec.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

S.S. "KASADO MARU" (taking passenger) Thursday, 22nd Dec.

S.S. "JAWA MARU" Saturday, 31st Dec.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

S.S. "KISHU MARU" (omitting Deli) Saturday, 10th Dec.

S.S. "PEKING MARU" (omitting Bangkok) Saturday, 10th Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular FORTNIGHTLY PASSENGER SERVICE touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

S.S. "ALABAMA MARU" (omitting Shanghai) Tuesday, 20th Dec.

S.S. "ARABIA MARU" Monday, 2nd Jan.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

S.S. "HAGUE MARU" Middle of Jan.

NEW ORLEANS LINE via SUEZ.

S.S. "SUMATRA MARU" Middle of Feb.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

S.S. "HIMALAYA MARU" Thursday, 29th Dec.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

S.S. "KAIYO MARU" Sunday, 11th Dec.

TAKAO via SWATOW & AMOY.

S.S. "SOSHU MARU" Thursday, 15th Dec.

For sailing dates and further particulars please apply to—
Y. YABUDA, Manager,
No. 1, Queen's Building.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer Sydney & Melbourne via Port Ly. Hongkong for Australia.

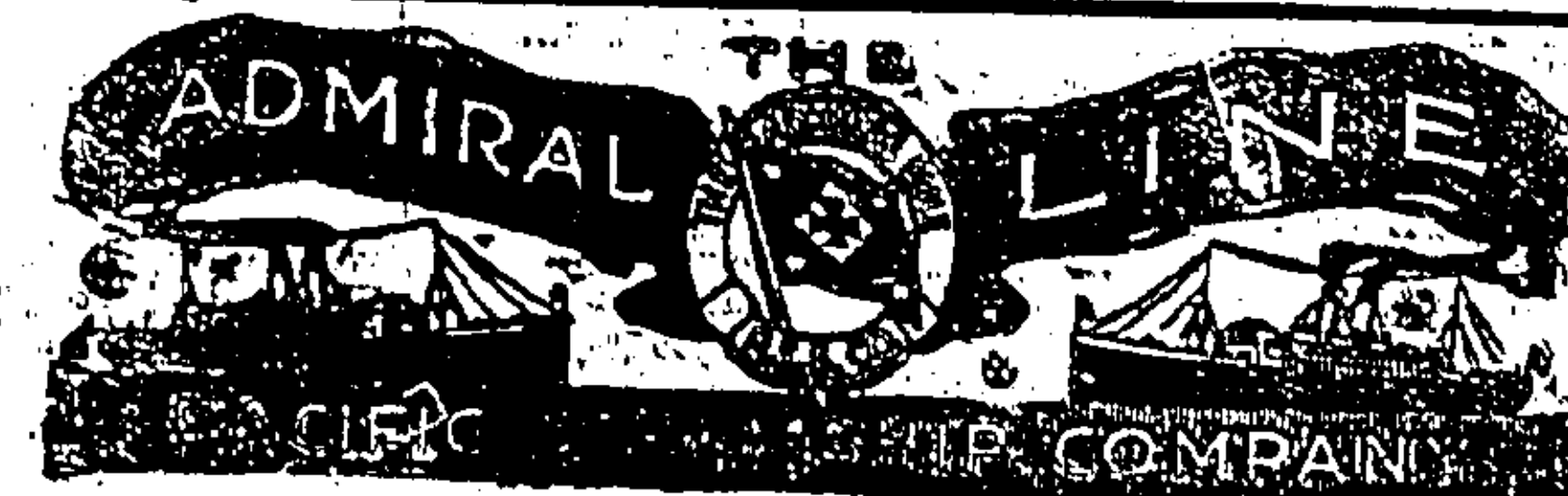
This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A fully qualified Doctor is carried. Medical Cases, Large locked through to all Australian, New Zealand & Tasmanian Ports. For Freight and Passage, apply to—
BUTTERFIELD & SWIRE, Agents.**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	On	To
SHANGHAI	"SZECHUEN"	On 7th Dec.	D'light.
SWATOW, SHANGHAI & TIENTSIN	"KURICHOW"	On 7th Dec.	D'light.
SHANGHAI & SINGAPORE	"LANGKOW"	On 7th Dec.	10 a.m.
SHANGHAI	"SOOCHOW"	On 8th Dec.	D'light.
SHANGHAI & TIENTSIN	"SHANGTUNG"	On 10th Dec.	4 p.m.
SWATOW, SHANGHAI & FUKOW	"TEAN"	On 11th Dec.	D'light.
SWATOW & SINGAPORE	"KWEIYANG"	On 11th Dec.	10 a.m.
PAKHOI & HAIKONG	"KWEIYANG"	On 12th Dec.	10 a.m.
SHANGHAI	"SUEIYANG"	On 13th Dec.	Noon.
SHANGHAI	"SUEIYANG"	On 15th Dec.	Noon.
MANILA, OBU & LOLO	"SUEIYANG"	On 17th Dec.	Noon.

Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai, Swatow and Tientsin (weekly), taking cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Swatow, avoiding the inconvenience of transshipment at Canton.

BANGKOK LINE—Weekly service to sail from Bangkok via Swatow.

For Freight or Passage apply to—
TELEPHONE 36, **BUTTERFIELD & SWIRE,**
Agents.

Passenger and Freight Service

For VICTORIA, VANCOUVER, SEATTLE

From Hongkong Arrive Seattle

FREIGHT & PASSENGER SERVICE.

Sailing arrive Seattle

S.S. "SILVER STATE" for Manila direct Dec. 20th.

S.S. "KEYSTONE STATE" Dec. 10th. for Seattle Dec. 30th.

S.S. "SILVER STATE" Dec. 30th. for Seattle Jan. 10th.

S.S. "PINE TREE STATE" for Manila direct Jan. 3rd.

S.S. "PINE TREE STATE" Jan. 14th. for Seattle Feb. 3rd.

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "AEROS" Dec. 7th

Through bills of lading issued to Overseas Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478 5th Floor, Union Building. [7]

THE ADMIRAL LINE

PASIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA
and other JAVA PORTS.

S.S. "LAKE ONAWA" Sailing Dec. 20th.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Union Building, PASIFIC STEAMSHIP CO.,
Telephone 2477 & 2478, Queen's Building, 2, 1st Floor, St.**SERVICE to UNITED STATES**

For NEW YORK and/or BOSTON via Panama

S.S. "WYTHEVILLE" Dec. 29th.

For freight space and particulars apply to—

**BARBER STEAMSHIP
LINES, INC.**

THE ADMIRAL LINE

TELEPHONE

AGENTS

2477 & 2478

5th Floor

Union Bldg.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers

For BOSTON and/or NEW YORK

S.S. "MOORISH PRINCE" (via Suez) early Jan.

For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED(Incorporated in Great Britain)
84 George's Building

Telephone 5161, Telegrams, "Furprince" [10]

